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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

25X1A

COUNTRY

Rumania/Poland

SUBJECT

Port Facilities/Security Regulations/Ship
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SOURCE Chief Officer of a Danish merchant vessel who was interviewed at an eastern US port in March 1953 with regard to his ship's visit to Rumanian and Polish ports. Source though cooperative was unable to recall details of his visit to these ports. His ship arrived in ballast at Bourgas, Rumania 19 Sep 52, loaded 3,056 tons of iron, copper and manganese ores and then proceeded to Constanta Rumania where an additional one thousand tons of wheat were loaded. His ship departed Constanta 27 Sep 52, stopped at Genoa, Italy for 202 tons of machinery, and arrived in Gdansk/Gdynia, Poland where the entire cargo was discharged. His vessel then loaded 4549 tons of sugar which were discharged at Alexandria, Egypt 22 Nov 52. References are made to H. O. Chart #4928, 4197 (revised), B. A. Chart #2399, and NIRM 18.

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1. Since my ship had visited Bourgas, Rumania earlier in 1952, it was unnecessary for a pilot to come aboard upon arrival on 19 Sep 52 and the vessel was tied up at the east pier. Upon being docked about three officers and 10 soldiers boarded the ship and conducted the usual thorough search sealing all radios, binoculars and firearms as well as any barter items. A similar search was conducted upon departure, both consuming about four to five hours. I saw no naval vessels while in this port, but did observe a Swedish ship, name unknown, loading grain at the east wharf. The cargo of ore for my ship was brought to the pier by horse-drawn carts, and two diesel cranes of approximately five-ton capacity loaded the ore into the ship. I saw two or three cranes, type and capacity unknown, at the north pier.
2. My ship arrived at Constanta Rumania on 25 Sep 52, anchored off the New Quay where a quarantine doctor boarded to inspect the crew accompanied by the usual search party. After the search formalities the vessel was tied up to the northernmost pier. While in port I saw one Yugoslav and an Italian merchant vessel, names unknown, loading lumber at the pier, position 44° 00' N, 28° 40' E. There were four old-type torpedo boats moored to the east breakwater, and though apparently inactive these craft were manned. These boats were painted black, had two or three stacks, were equipped with two side-launching torpedo racks, but were not armed with torpedoes. During a prior visit to Constanta in early 1952, I saw about 15 subchasers, painted gray and of new appearance, enter the harbor and moor in the nests to the bunker piers (position 43° 45' N, 28° 40' E) where they were apparently

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topped off. These sub-chasers remained at the bunker piers all night, were seen having movies topside, and departed the following morning.

3. While in Constanta port, I saw three new gun platforms on the seaward side of the South Breakwater, and one gun in the process of installation during my visit. This gun was enclosed in a housing or turret and appeared to be for coastal defense, but I have no idea of the caliber. The one thousand tons of grain taken aboard were delivered to the piers by railroad cars where they were loaded by means of grain suction units which completed the loading in about seven hours. Only 10 crew members were permitted ashore at one time and they were required to return aboard by 2200.
4. While in the ports of Gdynia-Gdansk 21 Oct to 4 Nov 52, I saw one Polish and one US vessel, names unknown. The dock facilities at the Weichsel Station pier consisted of four cranes of about 20-ton capacity each. I observed merchant ships of eight thousand to 12 thousand-ton capacity, and five to six fishing vessels under construction in the vicinity of Der Holm, reportedly for ultimate delivery to the USSR. During my stay I also observed day and night flights in the harbor area of swept back and straight wing jet fighter planes.

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